

East Darling Harbour Design Competition

Stage 2 – Finalist Schemes

The five finalists who participated in the Stage 2 design competition together with their Stage 2 competition entries, are illustrated below.

The five finalists were:

- **Entry No 70012**

PTW Architects (Australia)
EDAW (United States)
Advanced Environmental Concepts (Australia)

- **Entry No 70112**

Project Architecture (Australia)
Hargreaves Associates (United States)
Thom Mayne (Morphosis) (United States)

- **Entry No 70184**

Lippmann Associates (Australia)
Richard Rogers Partnership (United Kingdom)
Martha Schwartz Partners (United States)
Lend Lease Development Pty Ltd (Australia)

- **Entry No 70292**

Lend Lease Design (Australia), Taylor Cullity
Lethlean (Australia), JBA Urban Planning
(Australia), The People for Places and Spaces
(Australia)

- **Scheme 70178**

Hill Thalix Architecture + Urban Projects (Australia),
Paul Berkemeier Architects (Australia), Jane Irwin
Landscape Architecture (Australia)

A summary of the strengths and areas for improvement of the four alternative schemes (excluding the competition winner) considered by the Competition Jury are provided in **Table 1**.

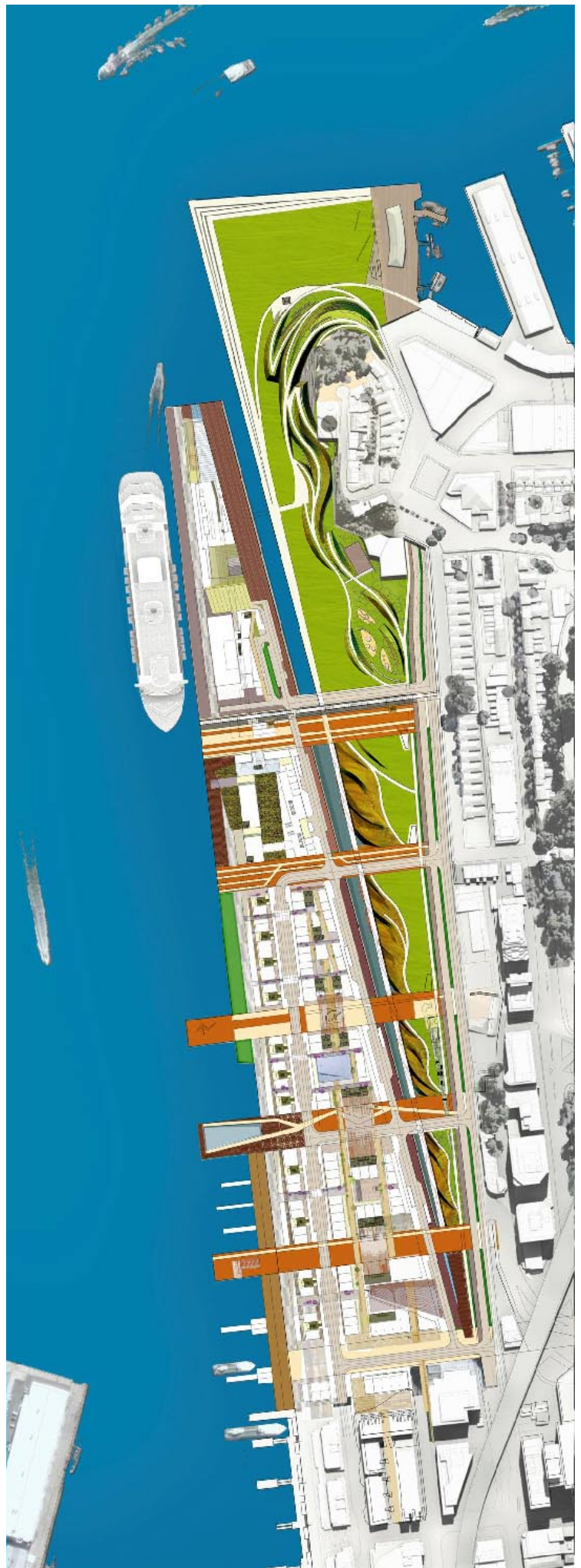


Figure 1 - Scheme 70012, PTW Architects (Australia), EDAW (United States), Advanced Environmental Concepts (Australia)



Figure 2 - Scheme 70112, Project Architecture (Australia), Hargreaves Associates (United States) and Thom Mayne (Morphosis) (United States)



Figure 3 - Scheme 70184, Richard Rogers Partnership (United Kingdom) Lippmann Associates (Australia), Martha Schwartz Partners (United States), Lend Lease Developments Pty Ltd (Australia)



Figure 4 - Scheme 70292, Lend Lease Design (Australia), Taylor Cullity Lethlean (Australia), JBA Urban Planning (Australia), The People for Places and Spaces (Australia)



Figure 5 - Scheme 70178, Hill Thalys Architecture + Urban Projects (Australia), Paul Berkemeier Architects (Australia), Jane Irwin Landscape Architecture (Australia)

Assessment of alternative designs

The following comments summarise the strengths and areas for improvement of the four alternative schemes considered by the Competition Jury.

Table 1 - Summary comments from Competition Jury

Scheme	Strengths	Areas for Improvement
Entry No 70012 PTW Architects (Australia) EDAW (United States) Advanced Environmental Concepts (Australia)	<ul style="list-style-type: none"> • The clarity of the overall diagram of a built peninsula counter pointed with a landscape peninsula, allowing for the parkland to be clearly defined • The development of the parklands allowing for the interplay of the grand and the intimate, the abstract and the semi-natural • The generosity of parkland space, allowing for a variety of programming options • The dramatic incision of water which re-inforced the strength of the park and exaggerated its experiential qualities • The variety of spatial experiences in the public domain, including the canal, walkways, laneways and pier gardens • The development of the 'pier gardens' concept as memory spaces evoking the finger wharves with distinct uses and character structuring the public domain • The porosity and permeability of east-west connections through the site • The overall cascading built form strategy which allowed for an appropriate relationship with its urban context, view sharing and clustering of activity • The built form system as a reinterpretation of working harbour systems • The strong framework of environmental sustainability that underpinned the submission including the investigation of centralised plant concepts, the modular framework for the built wedge and water management strategies 	<ul style="list-style-type: none"> • Greater flexibility of form and massing in the built wedge • Investigation of increased density in the southern section of the built wedge • Further investigation of the potential of Hickson Road as a grand active boulevard • The reassessment of the location of the cruise ship terminal to allow for synergies between commercial and public uses • Greater emphasis on the refinement of the pier gardens concept as the defining element of the public domain framework
Entry No 70112 Project Architecture (Australia) Hargreaves Associates (United States) Thom Mayne (Morphosis) (United States)	<ul style="list-style-type: none"> • The clarity of the overall concept of open space as the basis for redefining the 21st century waterfront city • The extent of public open space, particularly landscaped open space in a variety of forms • The development of the park into three definable places – a peninsula park at the northern point, a plinth park connecting High Street and the harbour and a city park between Hickson Road and the harbour • The resolution of the city park as a grand opening to the harbour defined by a range of active and passive uses • The resolution of the potential public/private conflicts in the High Street plinth park • The investigation of the programmatic aspects of the parklands, ranging from civic scale to neighbourhood use • The strategic intervention of water on the site, allowing for animation of the public domain experience and connection with the Harbour • The resolution of the residential buildings as 21st century interpretations of the historic finger wharves • The development of environmentally sustainable water management strategies that also provide character to the site 	<ul style="list-style-type: none"> • Investigation of strategies to address the perception that the residential component and High St park would need to be designed by the one hand • The reassessment of the location of the cruise ship terminal to allow for synergies between commercial and public uses • Further testing of landscaped open space areas to ensure their useability and amenity • Refinement of the commercial component to address the need to develop an identifiable and vibrant precinct connecting to the CBD • Reconsideration of the use of land bridge to High Street • Refinement of some built form relationships, including the location and massing of the hotel • Strategies to activate foreshore areas, particularly the cruise ship terminal precinct

Scheme	Strengths	Areas for Improvement
<p>Entry No 70184</p> <p>Lippmann Associates (Australia)</p> <p>Richard Rogers Partnership (United Kingdom)</p> <p>Martha Schwartz Partners (United States)</p> <p>Lend Lease Development Pty Ltd (Australia)</p>	<ul style="list-style-type: none"> • The overall conceptual approach of the scheme as three precincts defined by their relationship to water • The resolution of the business district component which creates an identifiable and vibrant urban quarter, building on its proximity to Wynyard and bringing the CBD to the waters edge • The resolution of functional aspects of the cruise ship terminal in relation to 24 hour foreshore access • The development of a working harbour component, allowing for the potential of harbour activities to engage with the site • The investigation of the functional and programmatic aspects of the iconic beach proposal • The strong framework of environmental sustainability that underpinned the submission including the investigation of innovative water management strategies, services infrastructure, and sustainable communities strategies 	<ul style="list-style-type: none"> • Reassessment of the nature and character of the beach and island precincts as places distinct from existing activities in Darling Harbour • Greater development and communication of the public domain framework and landscape strategy for the site, particularly the island component • Investigation of the potential to reduce conflicts from the siting of intense recreational activities in close proximity to residential uses • Strategies to overcome the perception of the island park as a private domain as a result of it being bounded on Hickson Road by private development
<p>Entry No 70292</p> <p>Lend Lease Design (Australia), Taylor Cullity Lethlean (Australia), JBA Urban Planning (Australia), The People for Places and Spaces (Australia)</p>	<ul style="list-style-type: none"> • The overall conceptual approach of defining the site through bold water and landscape moves • The strength of the overall landscape strategy which deliberately exploits the access to water • The development of the commercial component as a new urban gateway to Sydney • The resolution of functional aspects of the cruise ship terminal in relation to 24 hour foreshore access • The strong framework of sustainability that underpinned the submission at the environmental, economic and social level which attempts to elevate the notion of sustainability to iconic status, defining the entire site 	<ul style="list-style-type: none"> • Greater coherency in the character and programmatic aspects of the public domain • Reassessment of the nature and character of the beach precinct as a place distinct from existing activities in Darling Harbour • Investigation of strategies to address the perception that the scheme relies on the implementation of a number of mega projects • Reassessment of the positioning of the hotel on the northern headland, resulting in a perception of a privatised foreshore domain • Greater refinement of landscaped roof areas and functional areas below to allow for deep soil planting